(d) The main thrust areas to raise the literacy level include achievement of universal elementary education, non-formal education and eradication of illiteracy in the age-group 15—35 years. National Policy on Education—1986 envisages following strategies to raise the level of literacy;

(i) Systematic Programmes of adult education will be organised for eradication of illiteracy particularly in the age-group 15-35.

(ii) Thrust will be on universal enrolment and universal retention of children upto 14 years of age.

(iii) A large and systematic programme of non-formal education will be launched for school dropouts for children from habitations without schools, working children and girls who cannot attend whole day schools.

(iv) Highest priority will be given to solve the problem of Children dropping out of school by adopting meticulously formulated stfategies to ensure children's retention at school.

(v) Special measure will be taken up for the removal of illiteracy among women, Scheduled Castes and Scheduled Tribes.

Multi-pronged operational strategies have been concretised in the document "Programm© of Action" (The document was laid on the Table of the Sabha on 8th August, 1986) to operationalise above policy parameters.

Accidents at Unmanned Level Crossings

277. SHRI KRISHNA KUMAR BIRLA:

SHRI K. VASUDEVA PANICKER;

Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of persons were kille and several injured in a major train-bus collision at an unmanned railway level crossing at Paohali Pahar in the North Lakhimpur District of Upper Assam - sometime in September, 1986;

(b) if so, what are the details thereof and the action taken by Government in the matter;

(c) what is the number of rail accidents at the unmanned level crossings during the last three years (year-wise) stating the number of persons killed in each accident;

(.1; what was the total number of unmanned level crossings in the country at the beginning of the Sixth Five Year Plan period and how many of these were manned as against the target during the Plan period', and

(e) whether Government propose to give priority to man the unmanned level crossings to minimise such accidents, if so, what steps are contemplated in this direction?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Yes, Sr. 32 bus passengers were killed and 78 injured in this accident.

(b) On 11-9-86 around 8.55 hours, while .176 Dn. passenger train was running between Harmuti and Tatibahar stations of North Lakhimpur-Raogapara North section of N.F. Railway, it collided with a private passenger bus at unmanned level crossing No. RM 227, when the bus driver tried to cross the level crossing in the face of the approaching train. The accident has been enquired into by the Commissioner of Railway Safety, N.E. Circle, who has held the Driver and the Conductor of (he bus responsible for the accident.

The State Government has been requested to take action for disciplining road

users. Publicity Campaign has been launched by the Railway Administration through the media.

(c) The number of accidents at unmanned level crossings during the last 3 years and casualties therein were as under:

Year	No. of accidents	Casualties	
		Killed	Injured
1983-84	52	75	196
1984-85	43	115	191
1985-86	40	54	153

(d) and (e) As on 1-4-80, there were 22,341 *'C* class unmanned level crossings on the Indian Railways.

Manning of level crossings is undertaken by the Railways at the instance of the State Government, Local Authority, who bears the initial and recurring expenditures. Railways also on their own man hazardous level crossings. 1067 level crossings have been manned during 1980—85 and about 200 level crossing's on an average are -being manned every year

Recession in Shipping Industry

278. SHRI BHAGATRAM MANHAR:
SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it i; a fact that the Indian shipping industry continues to reel under an unabated recession and, if so, what are the detailed reasons therefor; and

(b) what steps have been taken by Government during the last two years to mitigate the hardship of,the shipping industry and what has been the outcome of these 'steps?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Indian shipping industry which operates in international environment continues to suffer from global recession, arising out of over-tonnage in relation to cargo.

(b) Various measures taken or are under consideration of Government during last two years to assist the shipping industry include reschedulement of Shipping Development Fund Committee loans and interest, re chedulement of SAFAUNS loans and interest, for the period after 31-3-1983, cargo support to Indian shipping industry through enforcement of UNCTAD Liner Code, greater insistence CM strict observance of the policy of buying f.o.b. and selling c.i.f., simplification of procedures reiating to matters of scrapping of Indian flag ships, reduction|exemp-tion from customs and excise duties, waiving sales tax, simplification of procedure for buying and selling of ships, permitting shipping companies to acquire, specialised modern fuel efficient ships needed for Indian trade, permitting diversification of shipping companies in the related oil industry through r,cquisition|management of DSV's, multi-support vessels ete^ As a result of above steps, shipping companies continue to operate their ships and are weeding out old and uneconomic tonnage.

New airports in Delhi and Bombay

279 SHRI BHAGATRAM MANHAR:
SHRI BIR BHADRA PRATAP SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are considering proposals to set up new